

THE ARRIVE CORRIDOR

TOOLBOX TUESDAY

Funding and Implementing 1st/Last Mile Access at Metrolink Stations

August 30th 2016

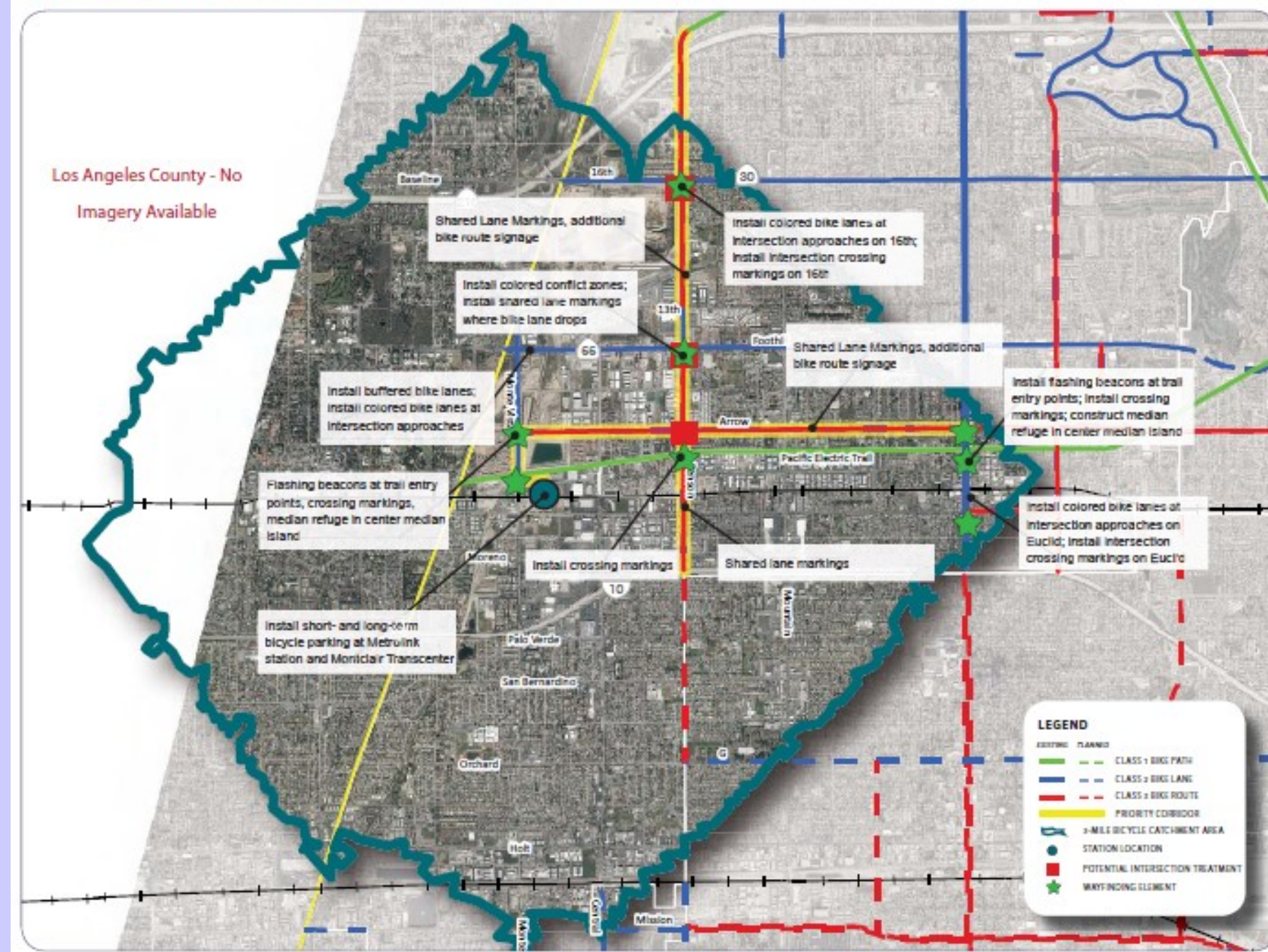
- **Station Access Study**
 - Metrolink/Bus Rapid Transit stations
 - Opportunities and Constraints
 - True catchment areas
 - Land Use impacts on transit access
 - Recommendations
 - Wayfinding
 - Infrastructure
 - Station amenities

Improvement to Transit Access for Cyclists and Pedestrians Final Report



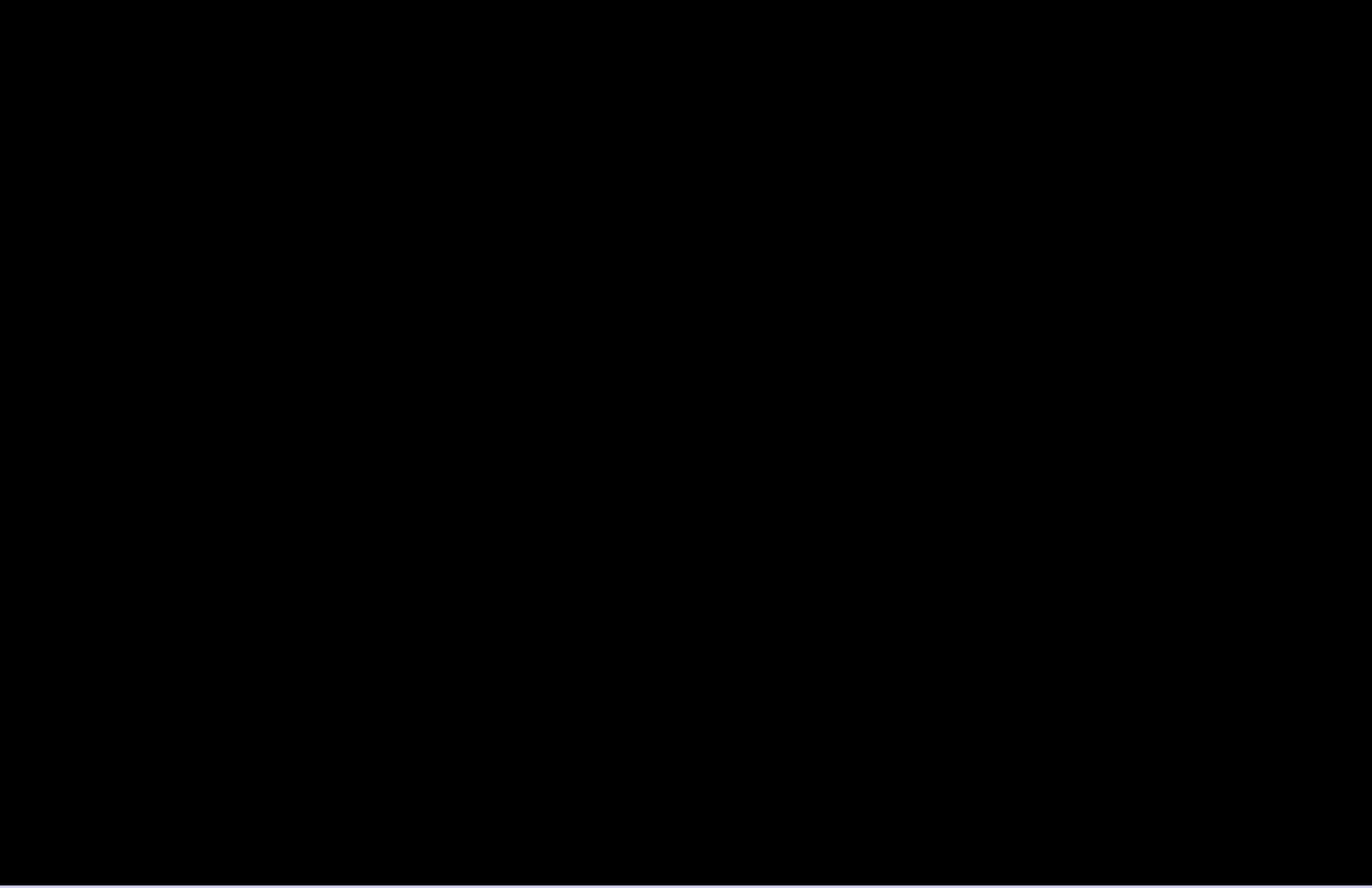
Submitted to the San Bernardino Associated Governments
by Alta Planning+Design
with Gruen Associates
November 2012

FIGURE 4.4: MONTCLAIR METROLINK STATION PROPOSED BICYCLE NETWORK IMPROVEMENTS



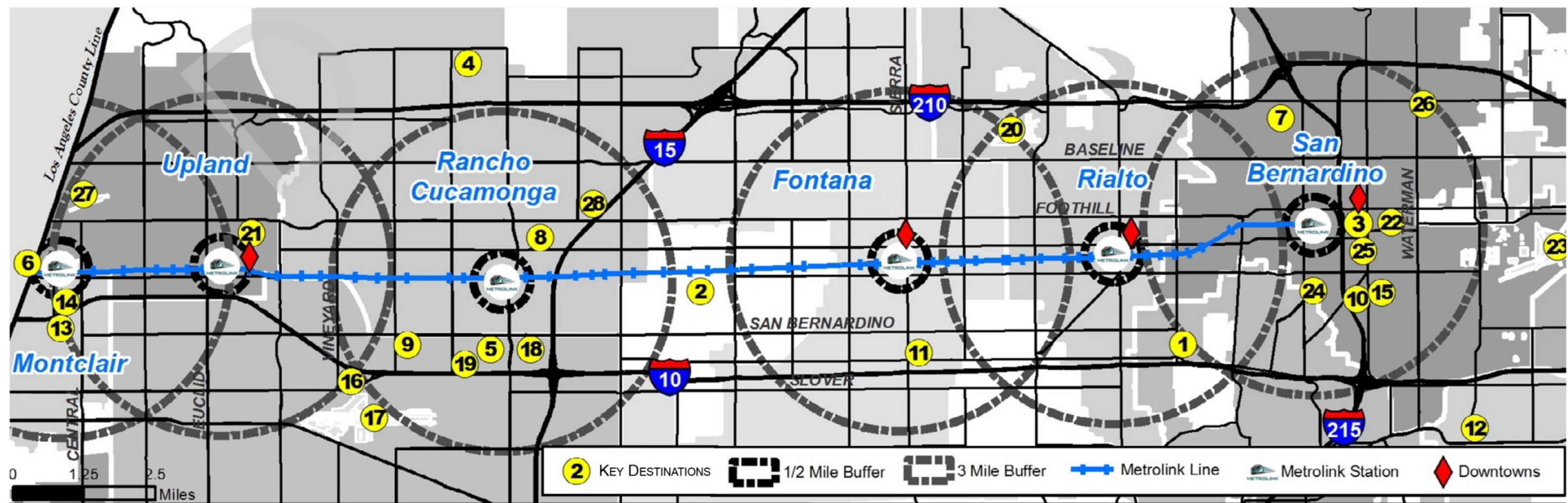
- **Metrolink Station Accessibility Improvement Project**
 - Implement Station Access Study improvements
 - Active Transportation Program Grant





ARRIVE CORRIDOR VISION STATEMENT

Transition the ARRIVE Corridor, over time, to an integrated Transit Oriented Development (TOD)/regional rail corridor, serving residents and businesses within active, growing, transit-oriented communities at the seven station locations and providing a high degree of transit interconnectivity to San Bernardino Valley destinations

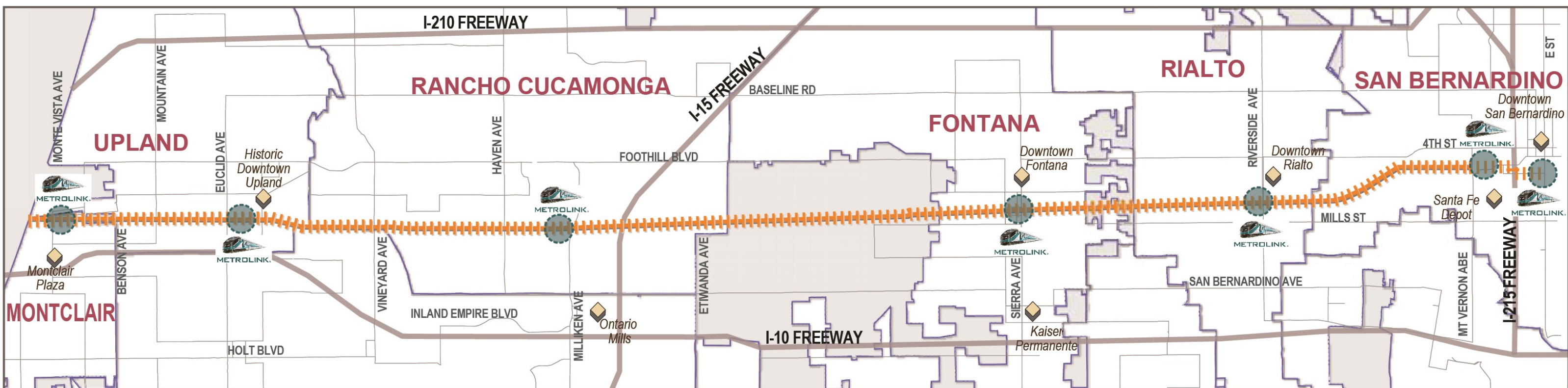


THE PROJECT

❑ ARRIVE: “Advanced Regional Rail Integrated Vision - East”

❑ Create an integrated regional rail/land use vision and implementation strategy for the San Bernardino Metrolink Line Stations and proximate destinations:

- Montclair
- Upland
- Rancho Cucamonga
- Fontana
- Rialto
- San Bernardino
- Ontario



WHY FOCUS ON THE METROLINK SAN BERNARDINO LINE

- ❑ Metrolink corridor is an underutilized transportation asset
- ❑ Highest ridership line on Metrolink system
 - 11,000 weekday boardings
- ❑ Good train frequencies for commuter rail
 - 30 min. peak, 60 min. off-peak
- ❑ Growing connectivity
 - Transit centers at 3 of the 7 stations
- ❑ Increasing TOD activity in the west end
- ❑ Part of an economic development strategy for the Valley



INCREASED SERVICE

By 2020
48 trains, 3 more round trips express
trains

2020 – 2035
56 trains, 28 round trips by adding
additional trains during non peak service
time frames

*SOURCE: METROLINK SAN BERNARDINO LINE INFRASTRUCTURE
IMPROVEMENT STRATEGIC STUDY*

TOOLS TO IDENTIFY CORRIDOR STRATEGY

☐ Station area assessment

☐ Land Use

☐ Existing

☐ Parcel ownership

☐ Future opportunities

☐ Transit Service

☐ Topography/Physical Barriers

☐ Active Transportation Infrastructure

☐ Lessons learned

☐ Market assessment (travel market and economic market)

☐ Expert panel

☐ Stakeholder involvement

☐ Funding options



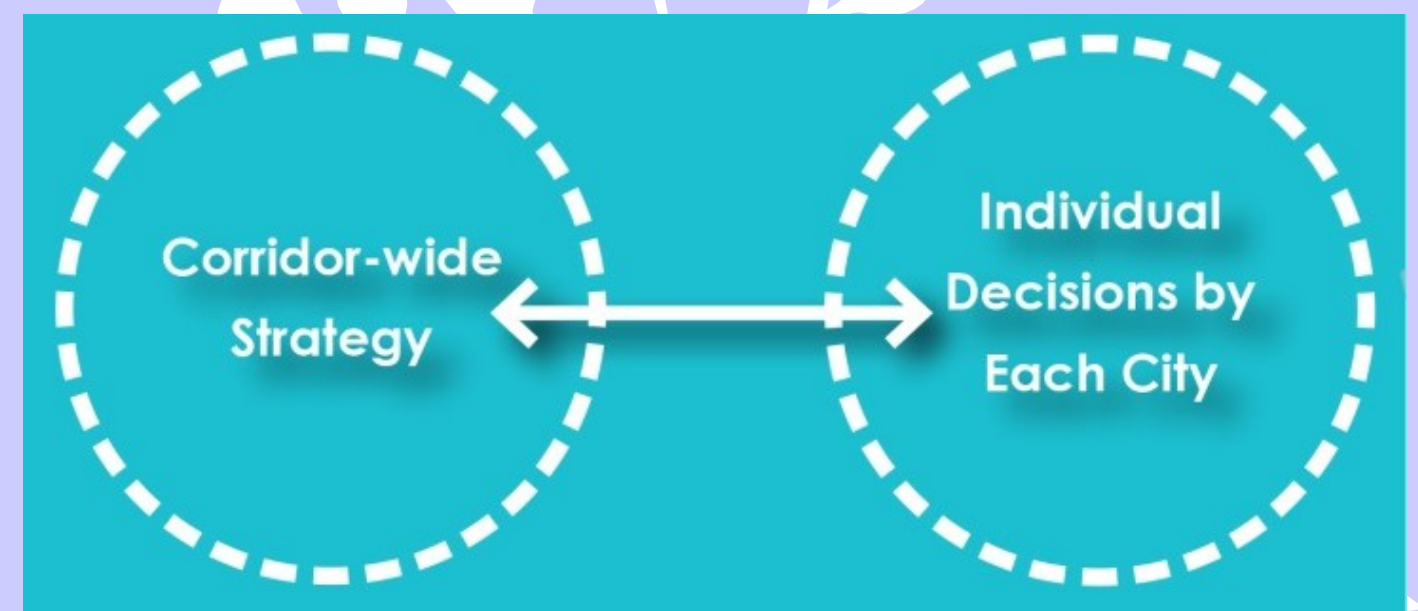
ARRIVE CORRIDOR OVERALL STRATEGY

❑ Corridor-wide Vision and Strategies

- Keep strengthening the transit and multi-modal network
- Build a “critical mass” of origins and destinations
- Improve connectivity internally and to peripheral destinations
- Position the entire corridor to attract investment

❑ Individual decisions by the cities in context of the corridor-wide game plan

- Refine the regulatory environment to be conducive to TOD
- Continue to develop public/private partnerships with developers and securing funding

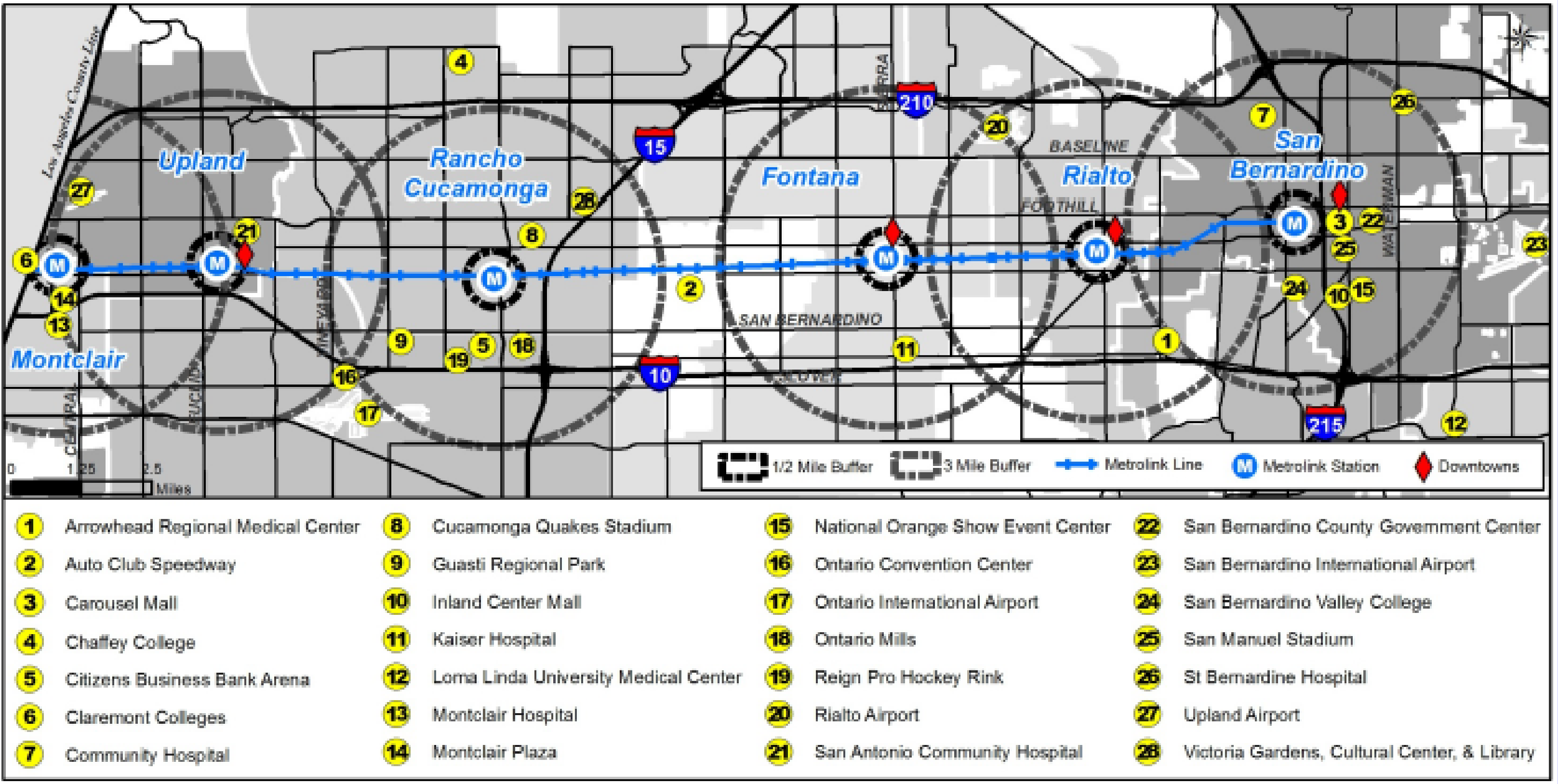


CHALLENGES

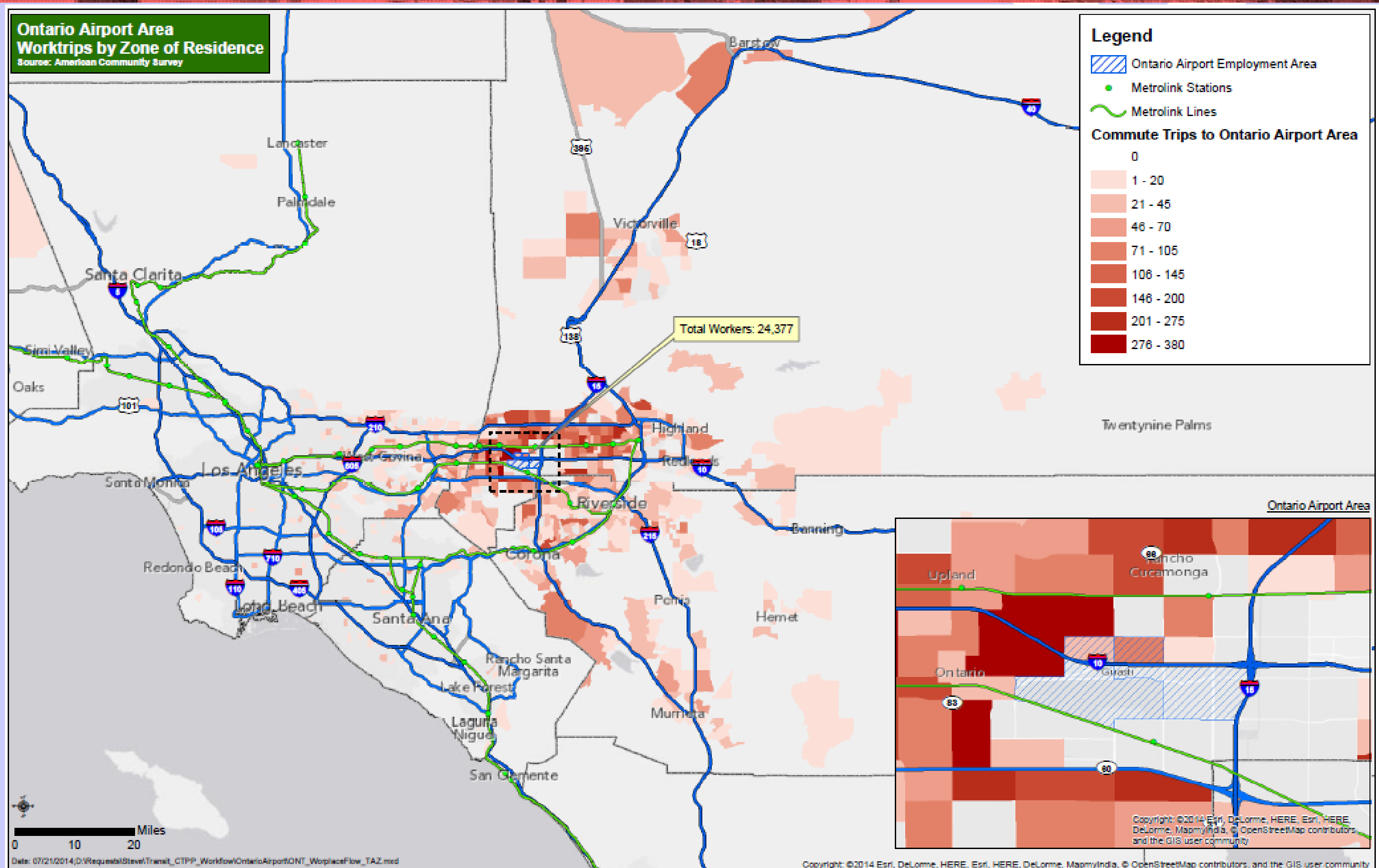
- ❑ Relatively infrequent transit service
- ❑ Cost of redevelopment
- ❑ Land values not ripe for vertical development in some stations
- ❑ Loss of financial tools with Redevelopment Agency dissolution (e.g. land assembly)
- ❑ Competition from greenfield sites
- ❑ Perceived limited development opportunities and high degree of parcelization
- ❑ More active nodes require higher densities; economics may not be “there yet”
- ❑ Key destinations outside “catchment area” (e.g. hospitals, malls, Ontario International Airport)
- ❑ Noise and air quality concerns
- ❑ Intra-corridor rail service cost higher than bus



CHALLENGES – DISTRIBUTION OF MAJOR TRIP GENERATORS

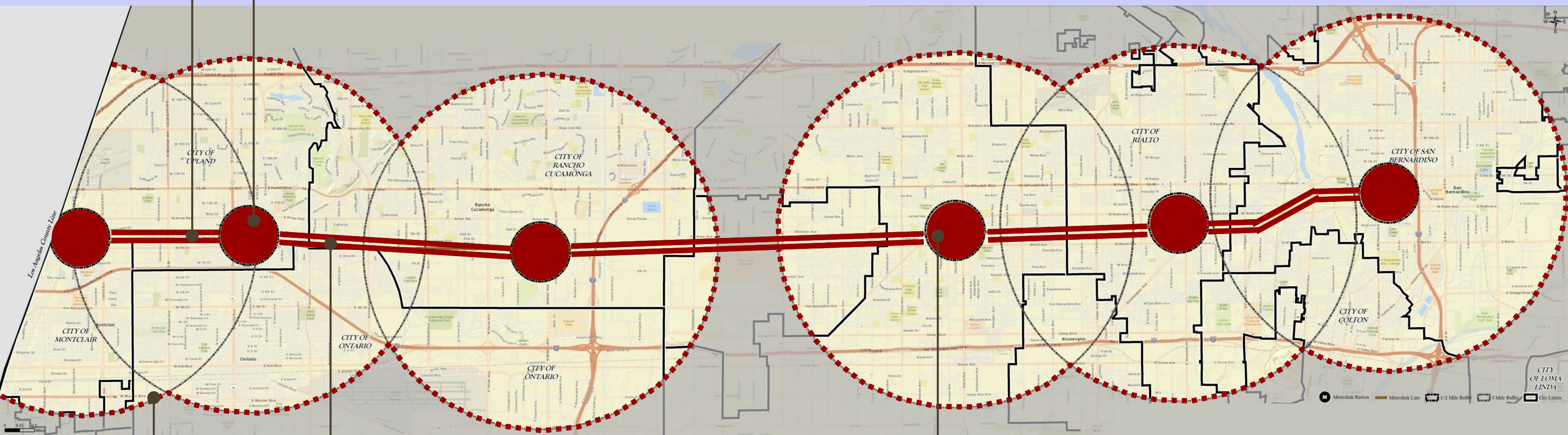


CHALLENGES – DISTRIBUTION OF TRIPS



OVERALL CORRIDOR-WIDE VISION

- 1. Metrolink Operations Improvements (long-term)
- 2. Metrolink Station Area Physical Character and Infrastructure Enhancements for Future TODs (1/2-mile)



- 3. Metrolink Station Accessibility and Mobility Improvements (3 miles)
- 4. Champion the Expansion and Operation of the Network
- 5. Creating a Dynamic Urban Environment through Land Use Tailored to Individual Stations
- 6. Park-Once Districts

OVERALL CORRIDOR-WIDE VISION

1. Metrolink Operations Improvements (long-term)

- Double-tracking of two segments
- Increasing train frequency and mid-day trains
- Reducing fare structure for short trips
- Improving air quality through new equipment
- Ticketing improvements



2. Physical Character and Infrastructure Enhancements for Future TODs

- Railway corridor as a “transit entrance” to the cities
- Adequate land use setback if ROW constrained for Metrolink and other improvements
- Landscape/Open Space and sidewalk improvements
- Quiet Zones
- Providing fiber optic utilities to adjacent uses



OVERALL CORRIDOR-WIDE VISION

3. Metrolink Station Accessibility and Mobility Improvements

- Pedestrian and bicycle accessibility to the Metrolink stations
- Bus service/access to the Metrolink stations (1st and last mile)
- More seamless rail/bus integration



4. Champion the Expansion and Operation of the Network

- Gold Line extension
- West Valley Connector and ONT connection
- Redlands Rail
- Metrolink improvements
- It's the Network



OVERALL CORRIDOR-WIDE VISION

5. Creating a Dynamic Urban Environment through Land Use Tailored to Individual Stations

- Brand station along the corridor
- Higher density/intensity residential and mixed-use TOD development at the stations, as appropriate
- Transit related retail and commercial uses
- Adaptive reuse
- Attract daytime (employment-focused) and evening (leisure-focused) populations



6. Park-Once Districts

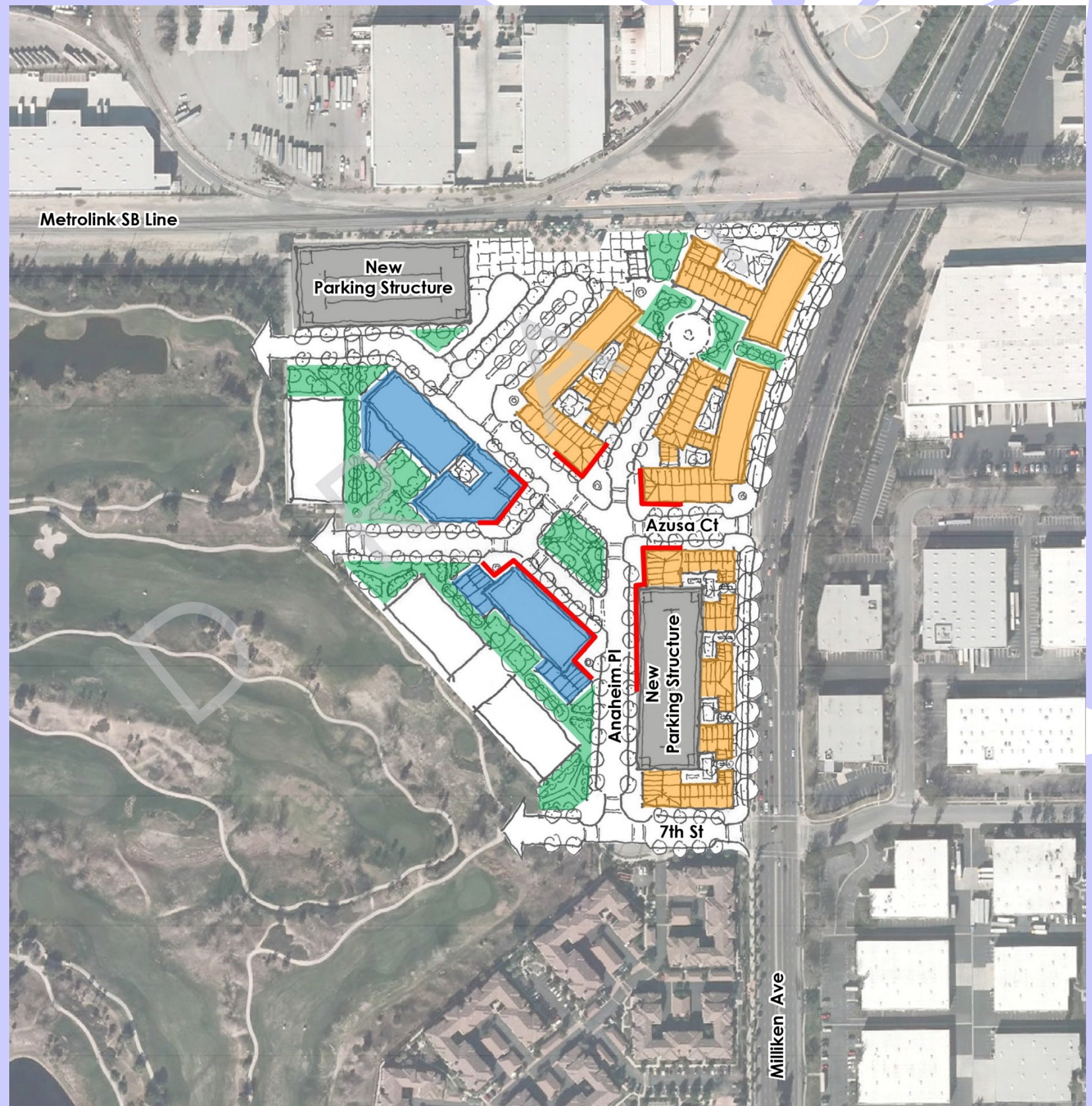
- Shared parking allows for multiple stops but park only once
- Enhances place-making by freeing up space for development and public gathering



EXISTING CONDITIONS, OPPORTUNITIES, VISION AND STRATEGIES FOR INDIVIDUAL CITIES

□ Land Use Alternatives

- Characteristics of TOD and TOD case studies
- For each city: Land Use Concepts and Recommendations for land use, mobility and placemaking



IMPLEMENTATION STRATEGY (SHORT-TERM ACTIONS – 0-5 YEARS)

❑ MARKETING TOD OPPORTUNITIES

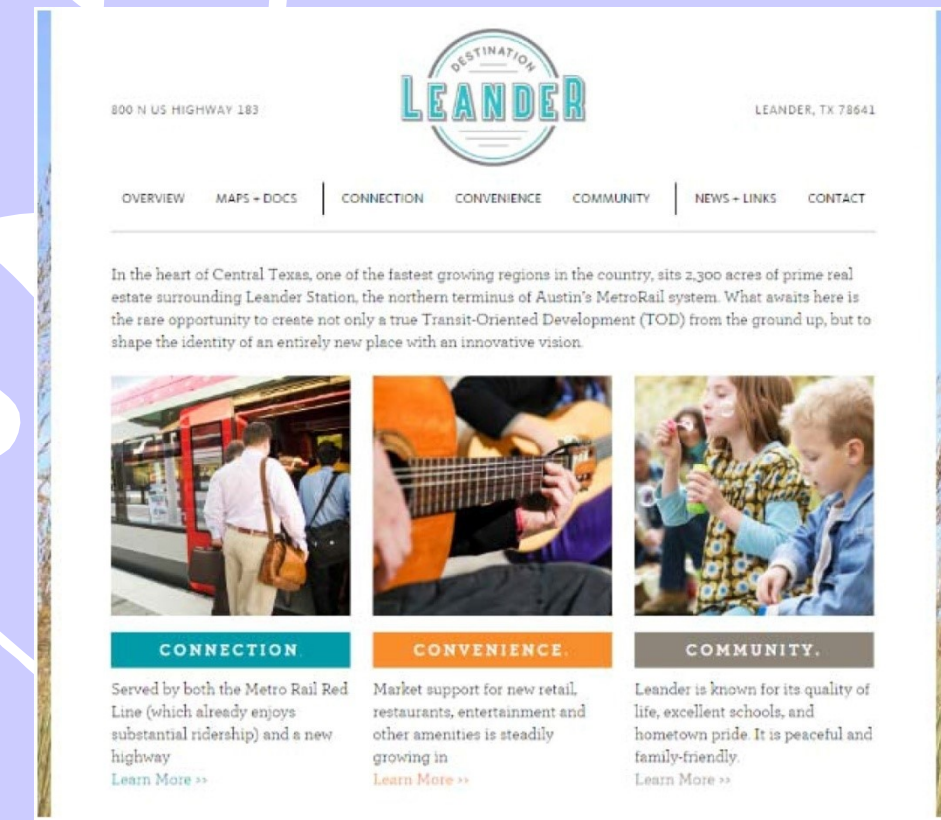
- An independent, new non-profit Marketing Board to promote station development opportunities would be established
- Focus would be to promote TOD to developers and city leadership

❑ STATION AREA IMPROVEMENTS

- Cities should prioritize new station area improvements in capital plans, incorporate wayfinding signage and placemaking design in all projects
- Cities should explore federal and state funding for transportation improvements

❑ IMPLEMENTATION OF PARK-ONCE DISTRICTS

- Cities should evoke shared parking in Metrolink and other parking lots
- Allow for unbundling of parking for commercial uses and allow off-site parking to satisfy parking requirements



IMPLEMENTATION STRATEGY (MEDIUM-TERM ACTIONS – 5-10 YEARS)

❑ EXPANDING AND STRENGTHENING THE MARKETING BOARD

- *Lead multi-jurisdictional initiatives to provide funding for corridor-wide improvements and coordinate cities branding/marketing efforts*
- *Establish a clear housing strategy for TOD developers*
- *Work toward expanded membership and private sector partners*



❑ METROLINK OPERATIONAL IMPROVEMENTS

- *Metrolink to encourage ridership through measures such as increasing service levels and frequency, re-evaluating fare levels*

❑ IMPLEMENTATION OF PARK-ONCE DISTRICTS

- *Consider implementing fee-based parking based on utilization and pilot initiatives*
- *Consider Parking Benefits Districts to set aside revenue for parking acquisition and subsidy*



IMPLEMENTATION STRATEGY (LONG-TERM ACTIONS – 10+ YEARS)

❑ CONSIDER ESTABLISHING AN ARRIVE CORRIDOR ECONOMIC DEVELOPMENT CORPORATION

- *Marketing Board could evolve into a sub-regional EDC*
- *EDC could purchase, hold and consolidate land as well as support development through prototypes with additional funding sources such as EB-5*

❑ METROLINK INFRASTRUCTURE IMPROVEMENTS

- *Evaluate double tracking of priority segments*
- *Cities/SANBAG/Metrolink should aim to reduce accidents at grade crossings, improve corridor-wide safety and preserve expanded right-of-ways*

❑ BUILDING STRUCTURED PARKING AT STATIONS

- *Work to consolidate station area parking into structures*
- *Consider Parking Authorities to support development of structured parking including collecting revenue, acquiring property and issuing bonds*

Parking Authority

Procedure

Each city council would need to pass an ordinance that declares the need for a parking authority. An appointed five-person board directs the authority, with regular reporting requirements.

Powers

The authority has the power to:

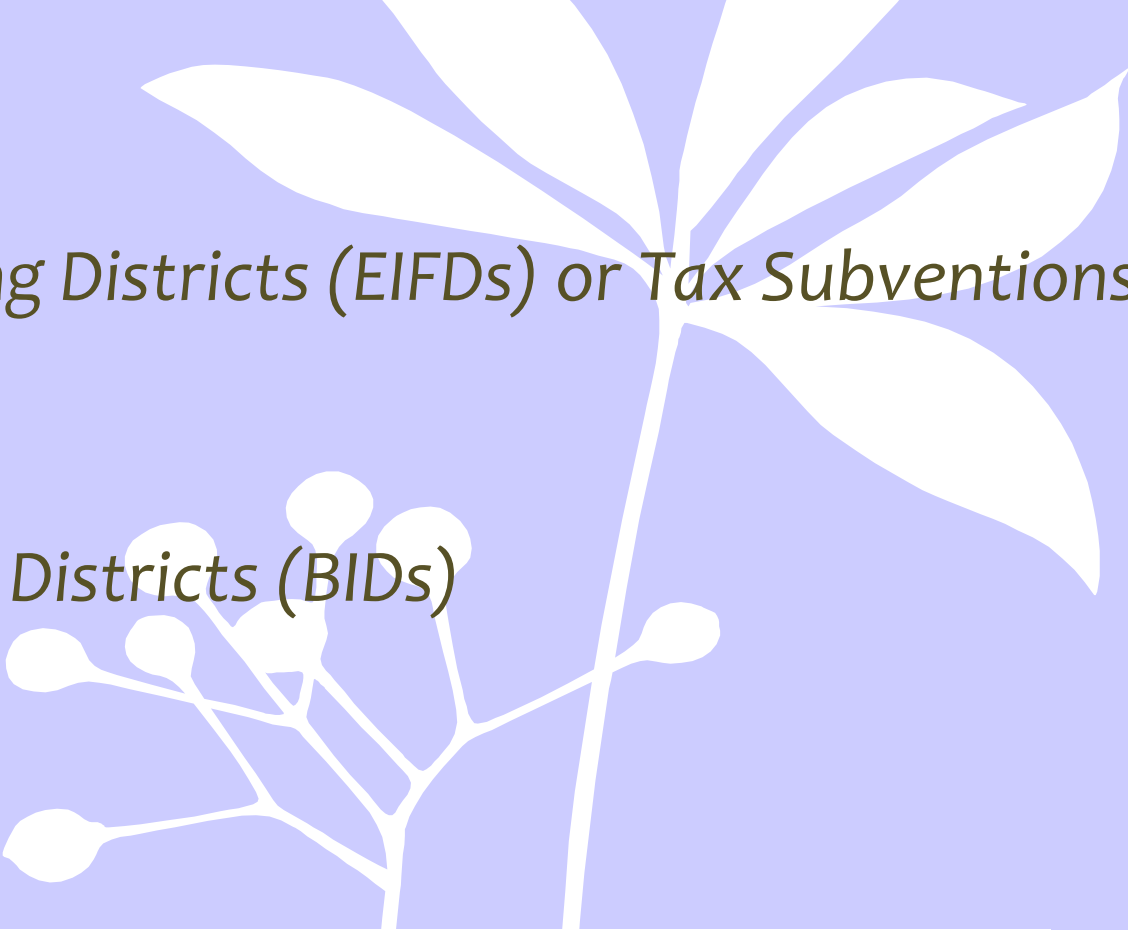
- Purchase, lease, acquire or otherwise obtain property, including improvements. It has the power of eminent domain (and can accelerate foreclosure).
- Expand, modify and dispose of public parking facilities, and to lease, manage, or operate unused space (up to 25% of surface area) which is not needed for parking purposes.
- Receive, control, and expend money and funds derived from operation, appropriation by the city, assessments levied, and bonds issues by the authority or the city.

Revenue bonds

The authority could request authorization to issue bonds, which would be put up for special election, after which it would not need subsequent voter approval to issue further bonds, and any revenue bonds would not obligate either the city or state. Bondable revenue could include income from parking facilities, from revenue generally, from city, state or federal assistance or from parking meter revenue.

❑ RELEVANT FUNDING SOURCES INCLUDE:

- Cap and Trade
- Value Capture through Enhanced Infrastructure Financing Districts (EIFDs) or Tax Subventions
- New Markets Tax Credits (NMTCs)
- Community Facilities Districts (CFDs)
- Benefit Assessment Districts and Business Improvement Districts (BIDs)
- Parking Districts
- Affordable Housing Funding
- Parks and Open Space Funding



Improvement Projects	Federal							
	5337 State of Good Repair	5307 Urbanized Area Formula Grants	5339 Bus & Bus Facilities	5310 Mobility for Seniors & Disabled	FHWA Sec 130 Highway-Railway Grade Crossings	TIGER Discretionary Grants	RSTP	CMAQ
Entity with programming authority	SANBAG	SANBAG	Omnitrans	SANBAG	PUC	USDOT	SANBAG	SANBAG
Transit Capital								
Double tracking of Metrolink		X				X	X	X
Station Facilities & Improvements								
Bus Plaza Reconfiguration	X	X	X	X		X	X	X
New Bus Stop Shelter/Amenities		X	X	X		X	X	X
Overcrossing or Undercrossing of Tracks		X			X	X	X	X ²
Pedestrian Undercrossing Improvements		X			X	X	X	
Operations								
New Bus Service		X		X				
TOD Development-related								
Park Once Parking Structures		T					T	T
Intersection Improvements for Quiet Zones		X						
Major New Streets with Sidewalks & Landscaping						X	T	
Pedestrian/Bicycle Improvements						X	T	
Utilities ¹								

POSITIVE ACTIONS SINCE ARRIVE CORRIDOR PROJECT BEGAN

- ❑ The Paseos and Arrow Station projects completed in Montclair.**
- ❑ Three other similar projects are under consideration in the Montclair Station area.**
- ❑ Upland and SANBAG conducted joint development study.**
- ❑ Rancho Cucamonga circulated an RFP for a TOD developer.**
- ❑ Rancho Cucamonga approved high-density urban community adjacent to Metrolink Station.**
- ❑ Fontana and Upland are updating General Plans.**
- ❑ SANBAG awarded Active Transportation Grant.**

POSITIVE ACTIONS SINCE ARRIVE CORRIDOR PROJECT BEGAN

- ❑ Transition of Ontario International Airport to local authority is underway.**
- ❑ West Valley Connector: Linking Metrolink to airport.**
- ❑ Metrolink tested a pilot project on the Antelope Valley Line for reduced fares between stations and implemented system-wide in July 2016.**
- ❑ Metrolink is improving ticketing machines and introduced mobile ticketing app.**
- ❑ E Street sbX service implemented.**
- ❑ Downtown San Bernardino Transit Center opened.**
- ❑ Redlands Passenger Rail Project get environmental clearance.**
- ❑ First Tier 4 Locomotive delivered July 2016.**



Thank You

**Questions/
Comments**